



The Highwayman is Out For More and Better Roads in New Jersey

November, 1921
Vol. I
No. 4

A Great Day !

I've attended some round-ups in my day.

But say!—for a down right darn good time, I don't recollect, right at the present writing, anything ranking ahead of that free-for-all Field Day and fun-fest that us* Highwayman pulled off at Camp Edwards, Sea Girt, Saturday, October 15th.

The weather was perfect—just exactly what Bill Wildwood, of the Purchasing Department, had ordered. The bunch turned out early. They came from all over the state. Everybody in good spirits—feeling both fit and friendly. Not a loud word nor an argument did we hear the entire day.

Which, considering the enthusiasm there was for the contestants put up by the various departments, spoke mighty well for the personnel (whatever the Sam Hill that is!) of the Department.

CO-OPERATIVE COMPETITION

You know, after all it's *enthusiasm* that counts. It's a funny thing, but you can take two bunches of men, give 'em the same equipment and the same material, and set 'em to work making a road. And one bunch will put down more road and better than the other.

Why?

There's no *physical* difference to explain it.

The difference is something intangible—but just as real.

It's a difference in *spirit*.

The ideal kind of spirit for a bunch of men to have as Henglish 'Arry would put it, is 'arf-and-arf. That is, 50% co-operation; and 50% competition. Each man working *with* his teammates; and yet proud to be the best of the bunch if he can be.



Let Us Introduce—
One of the Boys! An "un-named hero", but one of the several hundred tried and true Highwaymen who foregathered for the big outing at Sea Girt.

That's the kind of a feeling that was in the air at Sea Girt the other day.

That's the kind of a feeling we want in the whole Highway Department all the time.

It's good dope. It spurs a man on to the best there is in him—and, by that same token—to do the best he can for *himself*.

Every single (and married, too, for that matter!) member of the Highway Band should plan right *now* to be present at the next Big Meet to be held by the Highway Association. It's goin' to be a hum-dinger—or I'll swallow my sombrero.



Watch Washington

Say, men—right now, down in the little old District of Columbia, D. C., there is goin' on the greatest thing for Highway folks—both the *makers* and the *users* of good roads—that ever happened in the history of the world!

If the Armament Limitation Programme (which might well be called the First-Signing - of - International - Sanity Society!) goes through, the indirect result will be "*good roads for all the world*."

Watch Washington,—the goins'-on there touch *you personally*. You can bet a bunch they do! They will affect every mother's son and daughter's father of you. And *vice versa*. They'll hit you in the heart and in the pocket book—both!

'Till we meet some more!—

The Highwayman

*The editor says I should have said "we", but, by Heck, this is my column and if he don't like my

English, I can't help it. What's the difference between *us* and *we* anyhow?

The Highwayman

Published Monthly By The

State Highway Department, at Trenton, N. J.

The HIGHWAYMAN will be sent free upon application to any citizen of New Jersey who is interested in "More and Better Roads For New Jersey!"

THE HIGHWAYMAN

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Managing Editor

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State Highway Association

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<i>Executive Secretary</i>	- - - - -	EDWARD W. O'BRIEN

"Public Service"

There are some men who are not proud of being "in the service of the public!"

Red tape, inefficiency, and "easy berths", have long been considered synonyms for government employment.

But there is no reason why they should be. In fact, there have been striking exceptions to the general rule. Such as the building of the Panama Canal, one of the biggest tasks ever undertaken in the world; and one of the most efficiently executed.

We believe that most State Highway Departments are now operated on a "strictly business" basis. Certainly it is our aim to make that true of our own State Organization.

And we want every man in this Department to feel that he can be proud not only of his work, but also of his co-workers, high and low.

We want him to feel that in "serving the public" he is doing the most worth-while work he could possibly be engaged in. Work that he can be proud to put his best effort into.

Let us make "public service," so far as all *Highwaymen* are concerned at least, a badge of honor in New Jersey!



Edward E. Reed

Assistant State Highway Engineer

Edward E. Reed, like Tom Collins, started early to get his training to become a good Highwayman.

Practically all his life has been spent in public work. After finishing the public schools, and attending the School of Industrial Arts of Trenton, he was employed in the City Engineer's office there. Later he worked with the County Engineer's office; and on July 1st, '09, he became Assistant Supervisor in the Department of Public Roads.

This title was later changed to that of Division Engineer, and he was placed in charge of the construction and repair work in the Central New Jersey counties. Mr. Reed was appointed Assistant State Highway Engineer on April 1st, 1918.



Famous Sayings of In-Famous Highwaymen

BILL WILDELOOCH:—I am sorry, but you know that has to be ordered through the State Purchasing Department.

JOHN VOGEL:—Did you hear this one?

GEO. MOORE:—This matter requires further and thorough consideration.

C. F. BEDWELL:—Why theetc., etc., etc.

R. A. MEEKER:—And I finally persuaded him to sign on the dotted line.

GAGE (R. B.):—Well, sir! for G——'s sake!

GRACE WILLIAMSON:—It has never come to the filing department.



A Good Record

The newly organized State Highway Commission have held meetings weekly with one or two exceptions since July 1, 1920, and a quorum has been present at *every* meeting.

Annual Report Ready in January

The annual report of the State Highway Department for the year 1921 will make its appearance to the public on or about January 1, 1922. The data for the report is now in the course of collection and preparation, and every effort is being made to have it in the hands of the public by the first of the year.

Next Highway Association Convention Early in '22

Plans for the Second Annual Convention of the New Jersey State Highway Association are now under way. According to the plan as now mapped out, the convention should get under way early in 1922. The exact date, however, will appear in the December issue of the HIGHWAYMAN.



"Tom" Collins

of Elizabeth—State Highway Commissioner

"Tom" Collins began training for his Highway Commission work at an early age.

As soon as he got through the public schools at Pottsville, Pa., where he was born, he spent three years at the United States Naval Academy. After that, he took a post-graduate course in Highway Engineering at Columbia College, New York.

Mr. Collins has served as Engineer with the New York City Highway Department, and with the Penna. Railroad. He has been City Engineer of Elizabeth, N. J., since 1914. He was on the Engineering staff in charge of the "Hudson tubes"; and has served on the State Board of Taxations and Valuations of Railroads and Canals.

With this splendid training, and his own natural ability, he has been a great asset to Governor Edwards' "action" Road Commission.

NEW JERSEY STATE HIGHWAY DEPARTMENT

December 1st, 1920

Executive

HON. EDWARD I. EDWARDS, Governor

The State Highway Commission
and

THOMAS J. WASSER, State Highway Engineer

ADMINISTRATION

A. LEE GROVER, Secretary and Chief Clerk

M. L. HOWELL - - Chief Auditor and Accountant
CHAS. FISHBERG - - Assistant Chief Clerk
MISS GRACE WILLIAMSON - - Chief File Clerk
R. W. WILDBLOOD - - Purchase Clerk

CONSTRUCTION DIVISION

C. F. BEDWELL, Construction Engineer

R. A. MEEKER - - Right of Way Engineer
C. A. MEAD - - Bridge Engineer
C. A. BURN - - Supervisor of State Labor
ROY MULLINS - - Northern Division Engineer
H. D. ROBBINS - - Central Division Engineer
J. A. WILLIAMS - - Southern Division Engineer

MAINTENANCE, EQUIPMENT AND PROJECTS DIVISION

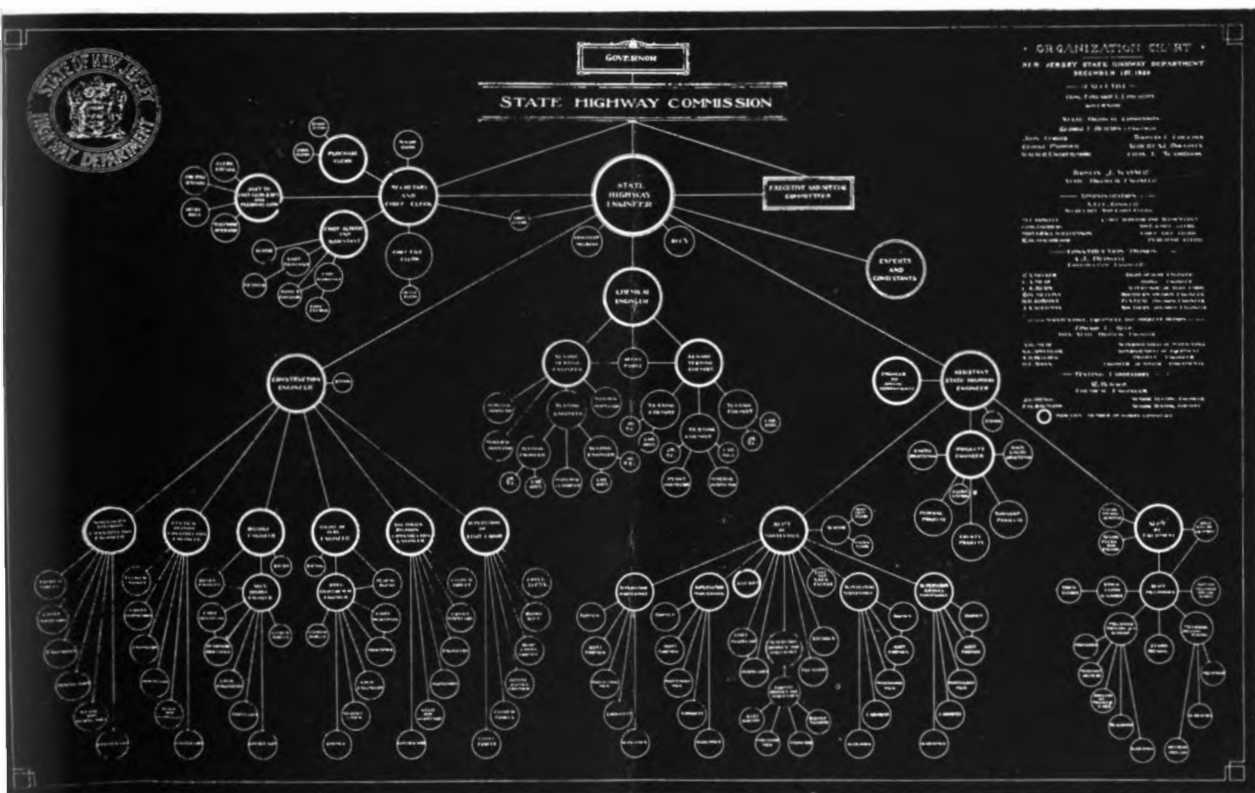
EDWARD E. REED, Assistant State Highway Engineer

A. W. MUIR - - Superintendent of Maintenance
N. C. APPLEGATE - - Superintendent of Equipment
A. D. BULLOCK - - Projects Engineer
H. C. SHINN - - Engineer of Special Assignments

TESTING LABORATORY

R. B. GAGE, Chemical Engineer

J. G. BRAGG - - Senior Testing Engineer
F. H. BAUMANN - - Senior Testing Chemist



This chart shows the way the State Highway Department—which spends, or cooperates in spending, some fifteen millions a year for you taxpayers—is organized. If the operating end of your business was spread over the entire State, you would find that it took a considerable amount of "organization" to keep track of every detail!

The Highwayman



One of the boys on the Mine Hill job—as you can see, at half a glance, he is really interested in his work.

Be the Best Whatever You Are

If you can't be a pine on the top of the hill
Be a scrub in the valley—but be
The best little scrub by the side of the rill;
Be a bush if you can't be a tree.
If you can't be a bush be a bit of the grass,
Some highway some happier make.
If you can't be a muskie then just be a bass—
But the liveliest bass in the lake!
We can't all be captains, we've got to be crew,
There's something for all of us here,
There's big work to do and there's lesser to do,
And the task we must do is the near.
If you can't be a highway then just be a trail,
If you can't be the sun be a star;
It isn't by size that you win or you fail—
Be the best of whatever you are!

—DOUGLAS MALLOCH.



Bill Has Went An' Done It!

On the 27th of September, 1921, Bill Wharton took unto himself a wife. For many months past "Bill" has kept the office force guessing as to just when this event would become a reality, but by bribing marriage license clerks, train conductors and porters, we were all in absolute ignorance of what had taken place until "Bill" showed up one fine Monday morning after his vacation with "A Wife."

However, getting down to the serious side of things, we must say for Bill that he is one of the hardest working boys in the Department. When Bill does a thing he puts his whole heart into it and this combined with a winning personality and congenial manner, makes for the Assistant State Highway Engineer, Mr. Reed, one of the best secretaries who has ever collected reports for him. We might add that as yet we have not had the pleasure of meeting Bill's wife, but when we do we'll heartily say "Congratulations, Mrs. Bill."

In becoming a benedict Mr. Wharton is assured of the best wishes and good will of the entire staff of the Department.



Foreman Yanut's gang—we caught them just at the completion of the job.

Also, It Pays Better!

It takes 65 muscles of the face to make a frown and 13 to make a smile—why work overtime?



Ferd Chapman, the leader of the fleet of ten Ford trucks on the Toms River job. These trucks have been used day in and day out for five months, and are a fine example of what care will do in the upkeep of equipment.

Complimenting the Supervisor: or a Standard Gaged Kick at Our Shinn

Time—Construction Season, 1919.

Place—Kingston, New Jersey.

Enter—Chemical Engineer in a small Buick with extra big horn.

Enter also—Supervisor of State Labor in a big Buick with not so much horn.

Supervisor—"Fine Day?"

C. E.—"Fair."

Supervisor—"Come over new pavement?"

C. E.—"Tried to."

Supervisor—"Rides pretty good, doesn't it?"

C. E.—"Well, we got here."

Supervisor—"What do you think of the job?"

C. E.—"Humph."

Supervisor—"Now, no kidding, how does it compare with other jobs?"

C. E.—"Well, we've got some pretty good jobs."

Supervisor—"Consistency all right?"

C. E.—"Well, I wouldn't say it's too dry."

Supervisor—"How's the finish?"

C. E.—"Well, pretty hard to say just yet."

Supervisor—"Honestly, the job doesn't stack up so worse does it?"

C. E.—"Tell you better five years from now."

Supervisor—"Oh, she will wear all right."

C. E.—"Glad you think so." Cackle—ha! ha!

Supervisor—"Is it against your religious principles to say anything good about a job? I have pointed out features on this job that would move a wooden post to speak favorably. Come on R. B. loosen up, it's a pretty good job, isn't it?"

C. E.—"Fair—Fair."

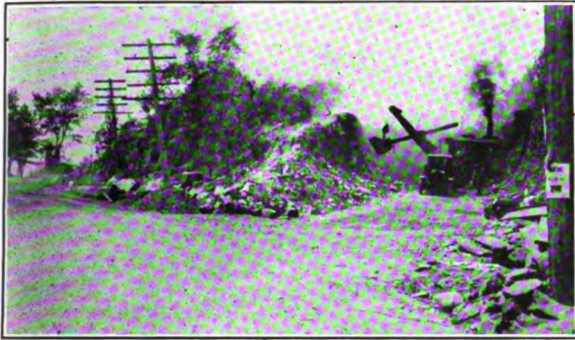


In the recent hearing of the Cape May Board of Freeholders, a hardy witness was asked: "What is your business?" His answer was, "My business is a preacher, but I farm to pay expenses."

Robert H. McCarter, of Public Service fame, was the counsel for the defendants, and in questioning a witness on the amount of wages received for work performed, asked, "and, did you charge the right amount of fare?"



And here you see them "bowing down"—they are a busy bunch.



One of the most important policies of the State Highway Department in road construction is the elimination of bad curves. Above is shown the heavy rock cut necessary to eliminate a dangerous curve on the Pine Brook-Parsippany job (Route No. 12). Mr. E. B. Holton, of Newark, is in charge of this.

Honorable Mention, Bridge Division of the Maintenance Division

Mr. A. W. Muir,
Supt. of Maintenance,
Trenton, N. J.

Dear Sir:—Bridge Department Foreman Willmott is deserving of special mention on account of his uniform efficiency and loyalty. When we have a particularly difficult job to do he is the "man of the hour", and succeeds in doing when others say "can't be done." We need more men of this type.

Although younger at the game, Ralph Pearce is doing good work and can now tell a bridge when he sees one. He says he can take the squeak out of almost any bridge now.

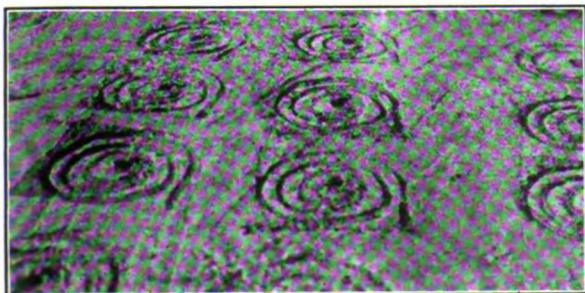
A. S. Quinn says we are giving him a dirty deal—he puts all the creosote on the bridge timbers—but claims to be an expert in removing the burns from the laborers' hands and legs—in fact, he will show you a remedy every time you see him which is his own manufacture and for which he has now 59 patents pending. What will he do with all his money?

John Brown has just been married and if Foreman Kelly could only conquer a flivver he says he might be able to tell how much paint his men are spreading.

E. S. CLASSON,
Supervisor of Bridges.

New Method of Finishing Concrete Base for Bituminous Pavement

The Standard Bithulithic Company has developed a new device for securing a stronger bond between the base and the surface in bituminous pavement work. A square tamp on the face of which is fastened a spiral of $\frac{7}{8}$ in. steel cable is used, with the result shown below. This device is being employed on the Pleasantville-Mays Landing Road, the DeCosta-Hammonton Road, and on Route No. 4 from Absecon to the Sea View Golf Club. Alexander Howard Nelson, Atlantic County Engineer, is in charge of the work.



This is NOT a close up of the icing on a layer cake, but a new finish on concrete base. (See above)

Highway Contractors' Association Will Appear Here Every Month

Through the courtesy of Mr. Thomas J. Wasser, State Highway Engineer, the Highway Contractors' Association of New Jersey will publish a column in each issue of THE HIGHWAYMAN, dealing with facts interesting to all the members of this rapidly growing Association, and also to those who are interested in highway work in general. For this privilege and honor the Highway Contractors' Association desire to thank Mr. Wasser and the Highway Commission.



Looks like he was digging fish worms—but in reality he is helping finish up the job at Mine Hill.

Practically all the most reputable highway contractors in the State are now members of the Association or have signified their intention of becoming members.

In this issue we are publishing the aims and policies of this Association so that one can judge for himself the firm foundation on which it is built.

The purpose of the Association is to promote mutual confidence and better relations between its members and those by whom they are employed, to discourage and prevent as far as possible, unfair practices both by its members and by those with whom they do business, to encourage and promote honor and efficiency among its members, to support its members in all legitimate efforts to rectify unsatisfactory conditions, unfair stipulations and improper and onerous risks and liabilities, and to encourage sound business methods and the restoration of public confidence in the highway contractors so associated.

The special aims of the Association is to render membership therein a reasonable assurance to the public and public and private corporations or persons, of the integrity, responsibility and skill of its members, by requiring that they shall have established reputations on these three fundamental points, and to render continuance of membership therein contingent upon the retention by them of such qualifications, to provide means and methods by and through which members may avail themselves of the efforts of the Association to secure justice from those for whom they perform work, those from whom they purchase materials, transportation companies by whom said materials are delivered, and those under whose supervision they perform their work.

As our genial and energetic friend "Joe" Burke, Vice-President of this Association, so aptly said: "There is a vast difference between a contractor and one who is in the contracting business." We contend that all members of this Association are contractors.

In the next issue of THE HIGHWAYMAN the names of the members of the Association will be published.

A. V. BARRETT, Executive Secretary.



"Smiling" Ed. McCue, and one of his scoop conveyors.

The Highwayman



Nick MacGowan trying a little "moral suasion" at the tug-of-war

A Letter from Chief Wasser to the Highway Association

STATE OF NEW JERSEY
STATE HIGHWAY COMMISSION
TRENTON

October 19, 1921.

Mr. Alex. W. Muir, Pres.,
N. J. State Highway Asso.,
Trenton, N. J.

Dear Sir:—

I cannot help but commend you, your officers, and members of the Association at this time on the successful outing that you held at Camp Edwards, Sea Girt, on October 15th.

I want to say to your members individually that the manner in which each and every man conducted himself was a credit to the Association and the Department.

The friendly rivalry in the contests of athletic sports brought out the best of feeling and will insure the heartiest co-operation in the duties to be performed as employees of the Department.

Very truly yours,
T. J. WASSER,
State Highway Engineer.

TJW/O'B.

Laughry Leads in Spud Spurt

One of the impromptu events in which there was considerable interest, was a potato race between the young ladies of the Department. Miss Laughry, of the Construction Division, was the winner.



Before

Beginning of the tug-of-war, for a purse of thirty dollars—between the State Highway Department and the Maintenance Department of the State Highway Association. It does not take more than one look to see that the audience was just as interested in the pull as the participants. The good looking guy at the left is the State Constabulary anchor man.

Scenes from the Famous Waldron-Totoski Battle at Camp Edwards, Sea Girt.



Trooper Totoski and Jack



Jack is not as young as he used to be, but he is a nice judge of delicate distances. The way he let Totoski slam him (ALMOST!) was certainly a sight to see! Our greatest regret, in regard to this bout, is that the camera could not do full justice to the expression.

The Big Day at Sea Girt

Under the direction of Billy Milller, the athletic events scheduled for the Outing were carried off with complete success. The winners of the various events are as follows:

One Hundred Yard Dash—Van Auker (Construction) First; Fred Woodruff (Maintenance Division) Second; Francis (Maintenance Division) Third.

Tandem Race—Walter McCabe (Maintenance) First; son (Laboratory) Second.

Fat Men's Race—Mickle (Laboratory) First; Knoles (State Labor) Second; Hickey (Maintenance) Third.

Potato Race—McCabe (Maintenance) First; Johnston (Administration) Second; Baker (Maintenance) Third.

Sack Race—Eldridge (Equipment) First; Corn (Laboratory) Second; Ondy (Maintenance) Third.

Base Ball Throw—Crater 281.2 (Maintenance) First; Fowler 276.8 (Construction) Second; Voorhees 259.2 (Construction) Third.

It was found necessary to eliminate certain other events scheduled due to lack of time.

If anybody at the big field day had a better time than the bunch above, then we miss our guess. The only draw-back, from their point of view, was that as they had about 300 partners waiting their turn to dance during the dinner hour, the poor girls didn't have a chance to eat. Beginning at the top of the ladder and coming down, they are.





October 15th— Nobody Knocked Out, but Three Spectators Died Laughing

in their famous bout.



face as he allowed his opponent to graze his nose ear. The umpire, Charles Roden, was kept pretty breaking them apart! Needless to say there were no ties to report, except that three unknown Highway expired from a sudden rush of mirth to the head."

points by Divisions: State Labor 8
Maintenance Division 22 Laboratory 6
Construction Division 9 Administration 3
In addition to the above events in which the Division com-
peted there was a Shoe Race for which there was a prize of
\$10.00 which was won by George Hill of the Projects Division.
The Hill got away with this prize, we feel that he was
in luck as one starter in the person of "Peggy" had his
head thrown out of the barrel.

One of the most interesting events of the day was the
wrestling bout between Eldridge of the Equipment Division and
Trooper Thompson of the State Police. Eldridge quickly demon-
strated his superiority by making two straight throws.

Jack Waldron and Trooper Totoski of the State Police, put on a three round boxing exhibition which was greatly enjoyed and which resulted in very little damage being done to either men. This bout might be called a draw.

In a wrestling bout between Eldridge of the Equipment Division and Trooper Thompson of the State Police, Eldridge quickly demonstrated his superiority by making two straight throws.

"Peg" Barnett, Rose Fromkin, Lillian Courtney, Gertrude Watson and K. I. Laughry. The lady at the right with the Flora-dora hat is Miss M. M. Hennessey. The "supporting" cast constituting the other two appendages to the picture include "Charlie" Fishberg and "Lee" Grover.

Thank God every morning when you get up that you have something to do which must be done whether you like it or not.

Being forced to work and forced to do your best will breed in you temperance, self-control, diligence, strength of will, content and a hundred virtues which the idle will never know.—KINGSLEY.



No, he is not "shooting
crap" as you
might think, just "exhorting."

Guess Column

Did you ever hear why a certain official of the Department took to signing his front name in full? Well here it is. This gentleman instead of using the free hand movement in writing his name and all other pen work, uses the Elgin movement, producing a very fine type of penmanship. No difficulties were encountered from his usual manner of signing his name until one day he received a reply to a letter which he had signed addressed to M—Miss—etc., etc.

One day Mr. Reed answered the telephone and was informed that Mr. Slim desired to talk to him—reverse charges. Meanwhile Mr. (Slim) was sweating in a telephone booth in Dover, New Jersey, trying to get some satisfaction out of the Central Office, while they were endeavoring to find out who Slim was. Shortly after this Mr. Slim decided that he would have to change his appearance, if that nickname was not to stick. He has recently gained considerable weight. Slim sounds very similar to his regular rear name.

Do you know a very busy and important official who thinks four paragraphs or two blocks ahead of what he is saying, and leaves you suspended about half-way from the end of his talks with the words (En'thing)?

After

So evenly were the two teams matched that the umpire called it a draw, so the two anchor men made a personal event of it. After several minutes, which neither was inclined to give way in the slightest, the decision was finally awarded, by a hair, to the State Constabulary representative. The skinny chap at the right, is the anchor man for the Maintenance Department.



Good Roads and Highway Transport

By GARLAND JOHNSON,
Bridgeport, W. Va.

This morning the clank of chains and tramp of horses' hoofs called me to the window where the road scraper was smoothing the highway before the house. This afternoon a sudden rainstorm undid the work, leaving struggling motor cars plowing axle deep in clayey West Virginia mud.

Last March the upkeep of the dirt roads in the county cost \$22,000, besides which the muddy roads caused expensive damages and delays. This is the "mud tax," which everyone must pay directly or indirectly. Permanent highways will mean higher taxes, but they will be more than repaid by increased real-estate values and lowered transportation costs.

The invention of the railroad, during the early development of this country, made it possible for the nation to spread over vast territories in a few decades. A historian tells us that twelve thousand wagons passed between Pittsburgh, Philadelphia, and Baltimore in 1817. This would make a week's traffic over the Pennsylvania Railroad now. The railroad situation is a vital problem today, for when transportation breaks down, civilization cannot stand.

The country's needs have outgrown the railroads, and the motor truck on permanent highways seems to be the solution for our transportation problem.

The agricultural population of a country is the foundation of its prosperity. The influx of population to our cities is the most characteristic movement of today, and is largely caused by the isolation of farm life. Good roads and the family car give the farmer's family social advantages, and make possible a consolidated school and central church for the farm district.

The problem of the "high cost of living" is largely a distribution problem. Transportation takes toll from every consumer. With hard-surface roads a team or truck can pull ten times as great a load as on muddy roads, and the farmer can move his crops in accordance with the market rather than the condition of the roads, thus reducing storage costs and discouraging speculation.

Good roads lower living costs by keeping the producer on the farm and widening the area of productive cultivation.

Since the beginning of the World War vacation travel has been diverted to tours in our own country, resulting in a quickening of interest in road improvement. With the increase in automobile and extension of national highways tourist travel has increased rapidly, expending money at home rather than abroad, and promoting national unity and intelligent patriotism.

Ever since the Romans linked their empire together with roads that endure to the present day, military leaders have recognized the importance of good roads. Motor busses on the splendid highways of France brought up the reserves in time to save the Allies at Verdun. When the railroads of our country were burdened with war-time traffic, and embargoes were placed on nonessentials, the motor truck was extensively used to relieve the freight congestion. Money invested in good roads pays as high dividends in peace as in war. Truly, this is a form of preparedness which all can indorse!



GARLAND JOHNSON
Winner of the "Road Essay" Contest conducted by
U. S. Highway Transport Education Committee

Miss Garland Johnson, 14, Wins the Firestone Prize for the Best Good Roads Essay. There Were Over 300,000 Contestants

Every year Harvey S. Firestone, of Akron, Ohio, offers a prize to the boy or girl of high school grade who writes the best essay on roads. The prize is a free scholarship for a complete college course, at any college the winner may select.

Garland Johnson, this year's winner, lives at Bridgeport, West Virginia.

"I am fourteen years old," writes Miss Johnson. "I was born in Newport News, and have lived for seven years in West Virginia and attended public school. When I wrote the essay I was a member of the freshman class of the Bridgeport High School. My father, Leake M. Johnson, is employed by the Clarksburg 'Daily Telegram.' I live with my parents on a small farm."

Miss Katherine F. Butterfield, of Weiser, Ohio, sixteen years old, won the prize last year.



Winning New Jersey Essay in the United States Highway and Highway Transport Education Contest

Our present civilization would be utterly impossible without the transportation facilities furnished by good roads and motor vehicles.

The most important activity of any commonwealth is agriculture, and those in touch with the farmer's problems know that his greatest difficulty is in marketing. This problem is fairly rapidly being solved by motor transportation. The motor truck also opens up new territory for both farming and industrial purposes. The radius of territory served by the individual physician has likewise been greatly increased by automobiles.

Motor trucks, however, cannot render maximum or even satisfactory service without good roads, so it follows that the fundamental factor in the transportation problem is adequate scientific road building.

In addition to raising land values and decreasing the cost of living, good roads resulted in increased educational advantages, with better living standards and higher morality.

Good roads means a decreased depreciation of motor trucks and according to M. O. Eldridge, Director of Roads, A. A. A., over \$119,000,000.00 per annum would be saved in tire and gasoline bills alone.

Over improved roads trailers may be used, thus increasing the tonnage possible of transport. The value of this was demonstrated in the coal famine during the winter of 1920-21, when thousands of tons of coal were transported from various mines by trucks and trailers.

An immediate advantage of widespread highway development would be to employ a great number of people now out of work.

J. CLARENCE DAMRON,
93 Williams St., Orange, N. J.

How to Use a Road Map

**Complete Directions—Paste This in Your Hat-band, or
on the Wind-shield of Your Car!**

Another writer person, H. J. Phillips, who is humorous though living in New York, is following a road map in the "Globe":

This map should be carried in a convenient place where it can be hauled forth at all crossroads and passed around to the auto occupants to study.

Not more than a half hour should be allowed each person for study purposes. This, assuming there are four persons in the party, cuts the time down to two hours of study at each crossroads.

Each person should then write his verdict on a small slip of paper and toss it into a hat. The driver should then take the hat and, without looking at the slips, dump them into the road and continue on trusting to Providence and familiar sign posts.

The courts are full of cases directly traceable to map-reading disputes between husbands and wives on the Sunday flivver cruise.

When this is published a motorist should be able to cover a 50-mile trip without passing himself nine times during the journey.

Road maps are made in five colors: white, black, green, red and blue. The blue should denote the motorist.

• • •

The directions run like this:

Medium black lines denote satchel roads, carrying Ford owners with grips full of sandwiches.

Light black lines denote suitcase roads, i. e., bootlegging routes.

Heavy red lines denote railroads.

Medium red lines denote more railroads.

Dotted red lines denote nothing so far as anybody has been able to determine.

Dotted green lines are put in to make it harder.

• • •

But if you follow the directions carefully you can't go wrong. Frinstance:

"To get to Dumdim Beach: Follow Dodo avenue to intersection with Blahbah, Bunk and Mystic Maze streets; take sharp right, back up two blocks, turn car around twice and go with the wind two points abaft the beam until you reach the statue of General Grant in Hick Center.

• • •

It is best to drive around the statue. Every motorist who has tried driving through it this season has wrecked his car.

After passing Grant proceed west by east until you see a short traffic policeman with sunburned ears and a wad of tobacco in his left cheek; show him as much deference as you showed Grant; he's of lesser rank but he has more authority this summer.



List of Bridges under Contract

Route	Bridge No.	Location	Length of Span	Type
4	Old Amboy	Between Perth Amboy and South Amboy		Replanking
4	Matawan Creek	Between Keyport and South Amboy		General Repairs
4	57	Eatontown	8 ft.	Concrete Box Culvert
5	M	Parsippany	20 ft.	I Beams, Concrete Slab
5	2-C	Hackettstown	29 ft.	I Beams, Concrete Slab
5	2-D	Hackettstown-Drakestown	29 ft.	I Beams, Concrete Slab
5	2-E	Hackettstown-Drakestown	30 ft.	I Beams, Concrete Slab
6	140	Woodstown-Mullica Hill	7 ft.	Concrete Box Culvert
6	141	Woodstown-Mullica Hill	8 ft.	Concrete Box Culvert
6	145	Woodstown-Mullica Hill	9 ft.	Concrete Box Culvert
7	N	Manalpan-Millhurst	10 ft.	Concrete Box Culvert
7	10	Manalpan-Millhurst	6 ft. 8 in.	Concrete Box Culvert
8	Y	Near Unionville	30 ft.	I Beams, Concrete Slabs
9	8	West Portal	10 ft.	Concrete Box Culvert
10	Culvert	Little Ferry and Overpeck	4 ft.	Reinforced Concrete Pipe
12	1	Phillipsburg and Washington	50 ft.	Girder, Concrete Slab
12	2	Phillipsburg and Washington	30 ft.	I Beams, Concrete Slab
12	3	Phillipsburg and Washington	15 ft. 8 in.	I Beams, Concrete Slab
12	4	Phillipsburg and Washington	8 ft.	Concrete Box Culvert
12	5	Phillipsburg and Washington	30 ft.	I Beams, Concrete Slab
12	6	Phillipsburg and Washington	16 ft.	I Beams, Concrete Slab
12	7	Phillipsburg and Washington	10 ft.	I Beams, Concrete Slab
12	C	Phillipsburg and Washington	5 ft.	Concrete Box Culvert
12	D	Phillipsburg and Washington	8 ft.	Concrete Box Culvert
12	9	Phillipsburg and Washington	11 ft.	Concrete Box Culvert
12	11	Phillipsburg and Washington	11 ft.	Concrete Box Culvert
12	12	Phillipsburg and Washington	30 ft.	I Beams, Concrete Slab
12	13	Phillipsburg and Washington	10 ft.	Concrete Box Culvert
12	14	Phillipsburg and Washington	40 ft.	I Beams, Concrete Slab
12	15	Phillipsburg and Washington	9 ft. 3 in.	Concrete Box Culvert
12	74	Parsippany-Denville	35 ft.	I Beams, Concrete Slab
12	84	Pine Brook-Caldwell	30 ft.	I Beams, Concrete Slab
12	86	Parsippany-Pine Brook	26 ft.	I Beams, Concrete Slab
12	88	Parsippany-Pine Brook	70 ft.	Girder, Concrete Slab
12	N	Parsippany-Pine Brook	15 ft.	I Beams, Concrete Slab
12	Culvert	Parsippany-Pine Brook	4 ft. 6 in.	Concrete Box Culvert
12	Culvert	Parsippany-Pine Brook	4 ft.	Concrete Box Culvert
12	145	Little Falls over Canal	112 ft.	General Repairs
Mercer Co.	543.7	Carter Road over Shipetankie	40 ft.	Concrete Arch
Warren Co.	1, 2, 3, 4, 5, 6, 7	Hope-Blairstown Road	10 ft.-30 ft.	I Beams, Concrete Slab

Programme of Road Construction

Completed or Contracted for in the Year 1921

If the work which the Highway Department is doing could be *concentrated in one place*, you road users could get some adequate idea of the magnitude of the job which a year's road work means.

Spread, as it is, over hundreds of square miles, most people never see more than a fraction of it. Study the table below, and learn at least of the new roads in *your own* section of the State.

Route No.	Sec. No.	From	To	Length Miles	Type	Constructed By
1	5	Hightstown-Millstone River		1.44	P. C. C.	State High. Dept.
1	7	Hamilton Square		0.632	P. C. C.	State High. Dept.
1	9	Rahway-Elizabeth		1.473	Warrenite P. C. C. Base	State High. Dept.
1	10	Rahway-Elizabeth		1.492	Warrenite P. C. C. Base	State High. Dept.
1	11	Rahway-Elizabeth		1.633	Warrenite P. C. C. Base	State High. Dept.
2	1	Burlington-Roebling		5.000	P. C. C.	State High. Dept.
2	2	Roebling-Bordentown		4.044	P. C. C.	State High. Dept.
3	1	Ancora-Atco		2.571	P. C. C.	State High. Dept.
3	2	Ancora-Atco		2.376	P. C. C.	State High. Dept.
3		Absecon-Egg Harbor (Com'd)		9.870	P. C. C.	C'ty Reimburs'm't
4	7	Mullica River Meadows (C'p'd)		2.413	Gravel	State High. Dept.
4		Job's Creek, Bridge approach (Comp.)			Earthfill	State High. Dept.
4	3A	South Amboy		0.582	Roadway Concrete; Trolley Granite Block	State High. Dept.
4	4	Keyport		0.782	Concrete and Amiesite	State High. Dept.
4	5	Red Bank-Eatontown		3.626	Sheet Asphalt, P. C. C. Base	State High. Dept.
4	8	Absecon-Smithville		5.690	Warrenite on P. C. C. Base	C'ty Reimburs'm't
5	2	Drakestown-Budd Lake		3.807	P. C. C.	State High. Dept.
5	2A	Hackettstown-Drakestown		2.795	Gravel	State High. Dept.
5	3	Ledgewood-Canal Culvert		0.927	Warrenite on P. C. C. Base	C'ty Reimburs'm't
5	4	Madison-Chatham		2.90	Warrenite on P. C. C. Base	State High. Dept.
6		Woodstown-Mullica Hill		7.246	P. C. C.	State High. Dept.
6	4	Bridgeton-Shirley		7.54	P. C. C.	C'ty Reimburs'm't
6	4A	Bridgeton-Shirley		0.82	P. C. C.	State High. Dept.
6	5	Shirley-Oldmans Creek		6.812	Gravel	C'ty Reimburs'm't
6	6	Oldmans Creek-Mullica Hill		5.028	Gravel	State High. Dept.
6	7	Woodstown-Salem Road		3.987	P. C. C.	C'ty Reimburs'm't
8	3	White's Bridge-Bloomingtondale			P. C. C.	State High. Dept.
		(Completed)		1.162		
8	5	Sussex-Unionville		7.03	P. C. C.	State High. Dept.
9	1-2	West Portal to Perryville		4.1824	P. C. C.	State High. Dept.
9	A	City of Plainfield, Union Co.		1.010	Sheet Asphalt, P. C. C. Base	City Reimburse'm't
9	4	Dunellen		1.063	P. C. C.	State High. Dept.
10	1A	Arcadian Way to Fort Lee Ferry		1.095	Bituminous Macadam and Granite Block on P. C. C. base	State High. Dept.
		(Completed)				
12	1	Pine Brook to Parsippany		5.438	Bit. Con. and Granite Block on P. C. C. Base	State High. Dept.
12	2	Parsippany to Denville		3.39	Warrenite-P. C. C. Base	City Reimburs'm't
12	3	Phillipsburg to New Village		4.696	P. C. C.	C'ty Reimburs'm't
12	4	New Village to Marlatt's corner		4.214	P. C. C.	C'ty Reimburs'm't
12	5	Marlatt's Corner-Port Colden		3.615	P. C. C.	C'ty Reimburs'm't
13	3	Ten Mile Run to New Brunswick				C'ty Reimburs'm't
		(Completed)		3.841	P. C. C.	State High. Dept.
13	4	Princeton-Kingston (Completed)		1.764	P. C. C.	State High. Dept.
15	1A	Second Street, Millville		0.765	P. C. C.	C'ty Reimburs'm't
16	1	Bernardsville Mine Brook		2.392	P. C. C.	C'ty Reimburs'm't
		(Completed)				
Institutional Roads						
		New Lisbon-Four Mile Road		6.445	Gravel	State High. Dept.
		Woodbridge Ave., Rahway		0.663	P. C. C.	State High. Dept.
Total mileage				138.2534		

Motor Vehicle Aid Roads Under Construction or Completed Year 1921

County	Name of Road	Type of Pavement	Length
Bergen-Hudson	Belleville Turnpike	Granite Block on Concrete Base	0.490
Bergen	Wyckoff Ave. & Main St.	Bit. Acadam & Reinforced Concrete	2.030
Burlington	Burlington-Mt. Holly	Sheet Asphalt on Macadam and Concrete	7.110
Burlington	Warren St. Beverly	Reinforced Concrete	0.515
Camden	Market Street	Bit. Concrete on Macadam Base	1.140
Camden	Wellwood Ave.	Gravel	0.610
Gloucester	Crown Point Road (Sec. 3)	Amiesite on Macadam Base	0.740
Gloucester	Westville-Glassboro (Sec. 2)	Sheet Asphalt	2.430
Hudson	Belleville Turnpike	Bit. Concrete on Macadam	0.200
Hunterdon	Lambertville Streets	Sheet Asphalt	1.220
Middlesex	Jackson St.-South River	Bit. Concrete on Concrete Base	0.442
Salem	Pennsville-Salem, 1st Sec.	Concrete	0.975
Sussex	Main St., Newton	Reinforced Concrete	0.140
Sussex	Munson Corner, Ogdensburg	Bituminous Macadam	1.230
Union	Central Ave., Westfield (Both Sections)	Reinforced Concrete	2.422
Warren	Morris Street, Phillipsburg	Reinforced Concrete	1.170

State Aid Roads Under Construction or Completed Year 1921

Bergen	Bulls Ferry Road	Sheet Asphalt, Stone Block & Reinforced Concrete	0.897
Bergen	Cherry Lane (Lincoln Ave.)	Sheet Asphalt on Macadam	1.110
Bergen	Williams Avenue (Sec. 3)	Reinforced Concrete	0.588
Burlington	Hamilton Corner-Roebling	Reinforced Concrete	0.600
Camden	Clements Bridge Road	Concrete	1.170
Camden	King's Highway	Reinforced Concrete	1.000
Hudson	Passaic Avenue	Granite Block on Concrete Base	0.580
Hudson	Schuyler Avenue	Sheet Asphalt on Macadam Base	2.220
Mercer	Carter Road	Bituminous Macadam	2.030
Middlesex	Blazing Star Road	Bituminous Concrete on Concrete Base	0.741
Middlesex	West Ave., Sewaren (Sec. 1 & 2)	Bituminous Concrete on Concrete Base	2.040
Ocean	Jackson's Mills-Van Hiseville	Gravel	2.960
Passaic	Marshall Hill, Alcott & Union Valley	Bituminous Macadam	1.978
Salem	Pennsgrove-Pennsville (4th Sec.)	Concrete	1.360
Sussex	Fredon-Newton Road	Grading and Drainage	3.390
Union	Chestnut Street, Roselle Boro.	Concrete	1.210
Union	Martine & Park Avenues	Reinforced Concrete	1.390

25.264

Township Roads Under Construction or Completed, Year 1921

County	Township	Name of Road	Type of Pavement	Length
Atlantic	Mullica	Elwood-Weekstown	Gravel	5.00
Bergen	Franklin	Cedar Hill Avenue	Bit. Macadam	1.00
Bergen	Franklin	Ravine Avenue	Bit. Macadam	1.00
Burlington	Chesterfield	Crosswicks-Ellisdale	Cinders	2.50
Burlington	Pemberton	Browns Mills-Pointville Road	Gravel	1.50
Burlington	Pemberton	North Pemberton Road	Macadam	3.63
Burlington	Washington	Lower Bank Road	Gravel	2.00
Camden	Berlin	Berlin-Jackson	Gravel	1.00
Camden	Berlin	Berlin-New Freedom	Gravel	0.88
Camden	Clementon	Kirkwood-Berlin	Gravel	0.75
Camden	Gloucester	Erial Road	Gravel	2.00
Camden	Winslow	Braddock Ave.	Gravel	1.50
Cape May	Lower	Shunpike Road	Gravel	0.57
Cumberland	Commercial	Mauricetown-Millville Road	Gravel	1.00
Cumberland	Deerfield	Centreton Road	Gravel	2.00
Cumberland	Deerfield	Deerfield-Seeley Road	Gravel	2.25
Cumberland	Deerfield	Husted Station, Route No. 6	Gravel	2.50
Cumberland	Deerfield	Parsonage Road and Deerfield Pike	Gravel	1.50
Cumberland	Downe	Newport Road (Sec. 2)	Gravel	1.00
Cumberland	Fairfield	Fairton-Herring Row School House	Gravel	1.50
Cumberland	Greenwich	Springtown-Salem Road	Gravel	3.75
Cumberland	Hopewell	Beebe Run Road	Gravel	4.00
Cumberland	Hopewell	Fithian's Corner-Roadstown	Gravel	1.00
Cumberland	Iandis	Chestnut Ave.	Gravel	1.00
Cumberland	Stow Creek	Roadstown-Jericho	Gravel	1.10
Gloucester	East Greenwich	Paulsboro-Clarksboro	Gravel	1.32
Gloucester	Logan	Fedricktown-Centre Square	Gravel	0.75
Gloucester	Monroe	Williamstown-Glassboro	Gravel	1.00
Gloucester	Monroe	Williamstown-Sicklerville	Gravel	1.50
Hunterdon	Franklin	Croton-Quakertown	Macadam	3.23
Hunterdon	Kingwood	Baptistown-Barbertown	Macadam	2.25
Hunterdon	Raritan	Flemington-Clover Hill	Macadam	4.00
Hunterdon	West Amwell	Old Brunswick Turnpike	Macadam	4.00
Middlesex	Piscataway	New Market Ave.	Macadam	1.00
Monmouth	Millstone	Clarksburg-Paradise Cor. Road	Gravel	2.25
Monmouth	Ocean	Deal Beach Ave.	Gravel	0.25
Monmouth	Ocean	Wickapecko Drive	Slag	1.00
Monmouth	Wall	Sixteenth Ave.	Gravel	0.50
Monmouth	Wall	Spring Lake Sta.-Osborne Corner	Gravel	1.00
Monmouth	Wall	Wooley Corner-New Bedford Hotel	Gravel	0.50
Morris	Mendham	Ralston-Gladstone	Macadam	2.30
Morris	Washington	Naughtright-Bartley	Macadam	3.32
Morris	Washington	Schooley's-Mt. Pleasant Grove	Macadam	2.54
Salem	Oldmans	Auburn-Penns Grove	Gravel	2.50
Somerset	Bedminster	Gladstone Pottersville Road (Sec. 2)	Macadam	0.52
Somerset	Bernards	Bernardsville-Loganville	Macadam	1.50
Somerset	Bernards	Liberty Corner-Bernardsville	Gravel	2.50
Sussex	Andover	Springdale-Greendell	Gravel	1.50
Sussex	Fredon	Andover-Greendell	Gravel	1.10
Sussex	Montague	Montague-Port Jervis Road	Gravel	6.84
Sussex	Sparta	Sparta-Woodport	Earth	3.68
Warren	Blairstown	Mt. Herman-Blairstown	Macadam	2.50
Warren	Hope	Hope-Great Meadows	Macadam	2.40
Warren	Hope	Hope-Mt. Herman	Macadam	2.00
Warren	Knowlton	Warrington-Delaware	Macadam	1.50
Warren	Lopatcong	Delaware River Road	Gravel	3.00
Warren	Mansfield	Washington-Oxford Road to Karrville	Macadam	1.50

111.68

ALONG THE ROAD

Detours

Did "You," fellow motorist, ever stop to think what "Detour" means? Just "Turning." Now, if we didn't have to turn while motoring we would miss some very beautiful scenery and some wonderful roads and Oh! Boy! how some of you do kick when you come to a Detour sign.

All motorists believe in Signs. What would you do without the road signs—the ones that tell you where to go and how many miles?

The detour signs are just as important, because it is a sign that means the road is being put in good condition for you. How many times have you gone over a road full of holes and badly in need of repair? How many times have you said it is a disgrace, something should be done, or I'll never go that way again?

And then in two or three weeks you start for a ride out in the country with wife and kiddies, you come to this same road. You come up to the sign and it reads "Road Closed—Detour—Follow the Arrow." You once more start and kick something like this: "Now what will we do, the road is closed, why *don't* they fix the roads in the *winter*, and not spoil our rides in the fine weather" or "Just look, we have to follow that arrow." Where as if you did follow that arrow you would in all probabilities go over a road that you never thought of through woods, over hill, across little streams. The next thing you would be saying, "Isn't this a fine road?" and "Just look at that pretty little brook. Wouldn't this be a fine place to come next Sunday, with the wife and kiddies, a large lunch basket?" and (ain't we got fun all by ourselves) you would pass the good news to your neighbor, and take all the week telling him or her what a fine place you found on such and such a road, but you would not stop and think how you came to find such a pretty place. You wouldn't give the detour sign and little arrows credit for it, now would you! You wouldn't stop and think how many days and nights it took for the men to pick out this little road and put it in good condition for you. You wouldn't stop and think how the man had to walk around with hammer and nails and bundles of arrows marking this detour for you. Oh! you wouldn't care, you would simply say, "I don't care how long it takes to fix that road now, we will always take this little road." Now, dear reader, the next time you come to a *detour* sign, just stop and think and follow the little arrow, it may be the turning point to some beautiful spot you have dreamed of all your life—C. M. R.



It is not the main highways, but on the by-roads and the detours that you encounter such little nooks as this. Why not loaf an hour or two on your next Sunday trip?

Concrete Philosophy

BY CORDUROY IKE

Say, what's the use o' sticking 'round the house on Sunday morn', when you kin wheel the ol' bus out, and sound her wheezy horn; and slide beyond the city gates within no time at all—without a thought for railroad rates, or the conductor's yaul!

Off in the winding roads that lead through woods and shady dells you'll soon forget your craze for speed; an' the city's sounds and smells. You c'n take an hour to catch your breath; an' with some friendly vol'um (*not* filled with scandals an' sudden death!) smooth the kinks from your cerebellum.

Shake, if you must, your old grey head, an' say that this sounds foolish; stick, if you must, to noise and dust,

an' continue to be mulish. But if you're a fair minded cuss, and open to conviction, try on this treatment only once,—an' you'll find it isn't fiction!



Why He Was Not Promoted

He watched the clock.
He was always grumbling.
He was always behindhand.
He asked too many questions.
His stock excuse was "I forgot."
He wasn't ready for the next step.
He did not put his heart in his work.
He learned nothing from his blunders.
He chose his friends among his inferiors.
He ruined his ability by half doing things.
He never dared act on his own judgment.
He did not think it worth while to learn how.
He imitated the habits of other men who could stand more than he could.

He did not learn that the best part of his salary was not in his envelope.—*Right Way Magazine.*

A Reasonable Reason

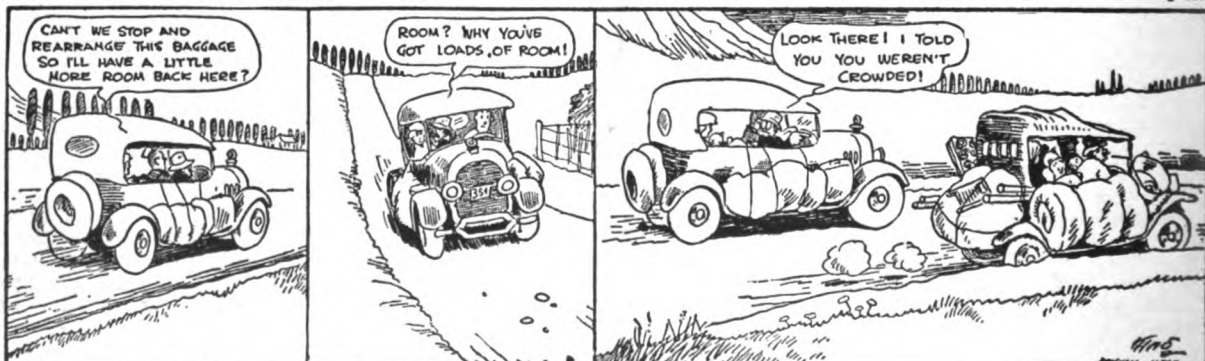
"Why do you turn out for every road hog that comes along?" said the missus, rather crossly. "The right of way is our's, isn't it?"

"Oh, undoubtedly!" answered he, calmly. "As for our turning out, the reason is plainly suggested in an epitaph which appeared in a newspaper recently:

"Here lies the body of William Jay,
Who died maintaining his right of way."

GASOLINE ALLEY—Not Even a Quorum

By King



Road Tips



MONTHLY BULLETIN OF DETOURS

Adopted by the New Jersey State Highway Commission
Corrected to November 4, 1921

All detours posted with signs and blazed with "Arrows"

(Color signals to right will be used along all State roads as soon as possible.)

ROUTE NO. 1—Rahway-Elizabeth: Union County

From Rahway Avenue or Route No. 1 in Rahway, over Milton Avenue to Irving Street, thence through Irving Street to Elizabeth Avenue, thence through Elizabeth Avenue to Grand Street, thence through Grand Street to Edgar Road, thence through Edgar Road to Washington Avenue, Elizabeth, thence over Washington Avenue to South Street, then over South Street to Route No. 1.

ROUTE NO. 4—Red Bank-Eatontown: Monmouth County

Leaving Red Bank via Pickney Road, Oceanport Avenue to Little Silver, Little Silver to Oceanport to end of concrete pavement leading to West Long Branch.

ROUTE NO. 4—Absecon-Smithville: Atlantic County.

Via Pitney road, Absecon to Port Republic.

ROUTE NO. 5—Budd Lake to Hackettstown: Morris County

Not necessary to detour. New construction is completed along line of the old road. Present construction being along new right of way.

ROUTE NO. 5—Hackettstown: Morris County.

Short detour adjacent to town because of bridge construction.

ROUTE NO. 6—Mullica Hill-Bridgeton: Gloucester, Salem, Cumberland Counties

Detour has been abandoned and road opened to all but truck traffic.

ROUTE NO. 6—Woodstown-Salem: Salem County

Traffic may use present road from Woodstown to a point about three miles south where it will detour over the Jesse Bond Road. Effective November 9th.

ROUTE NO. 8—Sussex-Unionville: Sussex County

Not necessary to detour, as the present road will be kept open and maintained for traffic during construction.

ROUTE NO. 9—Perryville to West Portal: Hunterdon County

Via Clinton, Glen Gardner, Hampton, Asbury, West Portal.

ROUTE NO. 10—Arcadian Way to Fort Lee Ferry: Bergen County

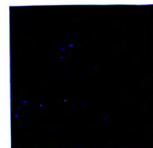
Not necessary to detour as entire construction is over new right of way.

ROUTE NO. 12—Denville-Parsippany-Pine Brook: Morris County

Denville, Tabor, Morris Plains, Morristown, Whippany, Hanover, Livingston, Roseland, Essex Falls, Caldwell and Pine Brook.

ROUTE NO. 12—Phillipsburg to Port Colden: Warren County

Via Phillipsburg, Bloomsbury, West Portal, Asbury, Washington and Port Colden.



This color [blue] on posts or signs indicates that road is running North and South



Red shows that it lies East and West

While yellow tells you that it takes a diagonal course



And brown indicates that it takes a diagonal course north-east or south-west

For You— "The Highwayman"

Do you use roads? Do you want to know where they are being built, and what detours to take, each month?

Then send, TODAY, to

The Highwayman
New Jersey State Highway Department
Trenton, N. J.

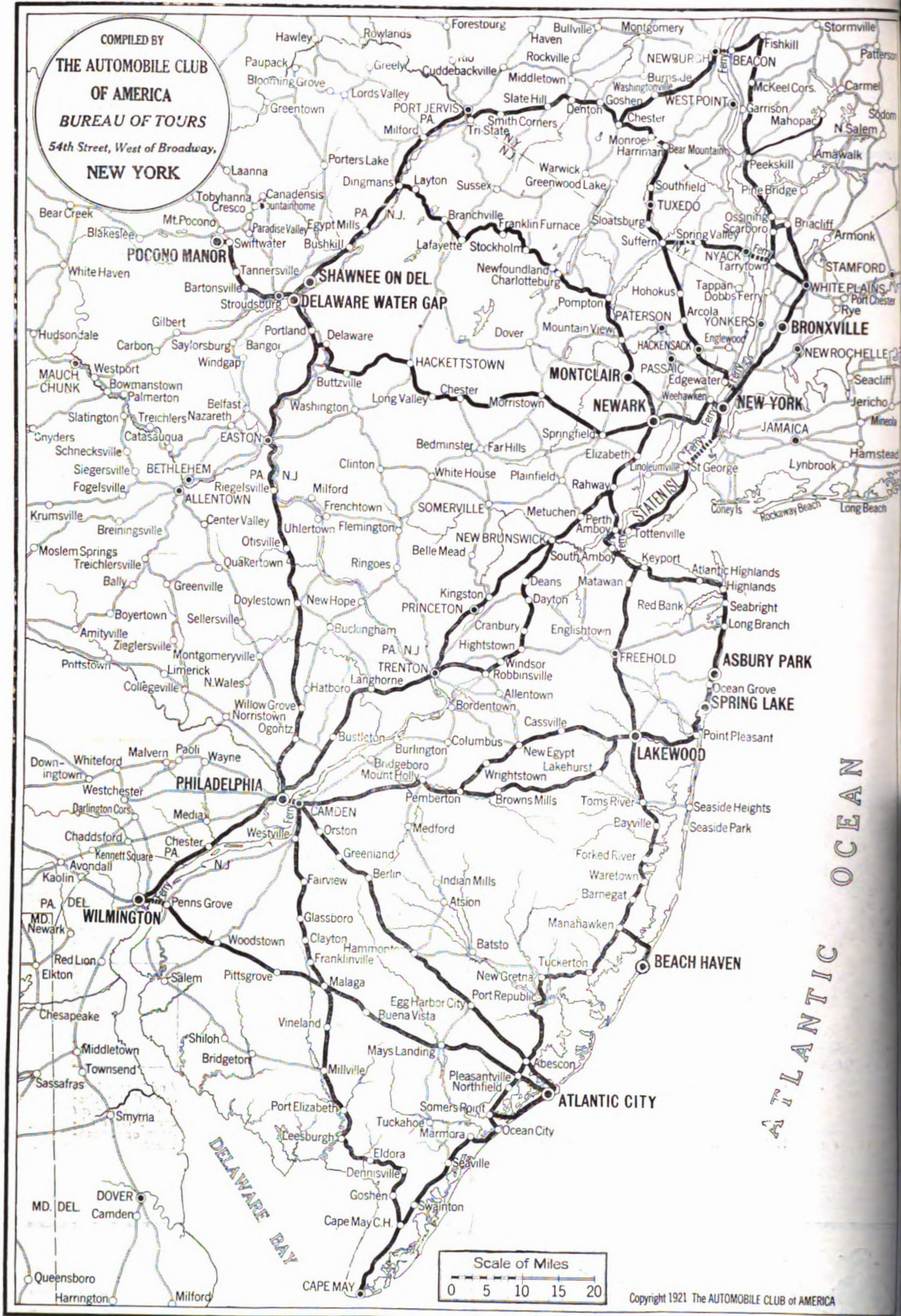
Just ask to be put on The Highwayman's list. A postal will do.

Turn Over!

On the Back You'll Find the Map.



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**THE AUTOMOBILE CLUB
 OF AMERICA**
BUREAU OF TOURS
54th Street, West of Broadway,
NEW YORK



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